

## **SMALL BOAT DAVIT CHECK LIST**

SHIP NAME: \_\_\_\_\_

DAVIT MODEL \_\_\_\_\_

SHIP HULL # : \_\_\_\_\_

DATE: \_\_\_\_\_

### **INSPECT DAVIT WINCH ASSEMBLY (omit steps not applicable)**

- VERIFY GAGES ARE CALIBRATED
- VERIFY WEIGHT/LOAD TEST IS CURRENT (12 MONTH PERIODICITY)
- VERIFY OPERATING (DAVIT SPECIFIC) AND SAFETY INSTRUCTIONS ARE “POSTED”
- VERIFY LUBRICATION CHART IS POSTED.
- VISUALLY INSPECT SHAFT BUSHINGS FOR DAMAGE AND LUBRICATION MAINTENANCE
- VISUALLY INSPECT SPOOLING DEVICE FRO DAMAGE AND LUBRICATION MAINTENANCE.
- VISUALLY INSPECT HAND CRANK BUSHINGS FOR DAMAGE AND LUBRICATION MAINTENANCE.
- REMOVE WINCH GEAR CASE OIL DIPSTICK AND INSPECT OIL LEVEL. PROPER LEVEL IS AT FULL MARK ON DIPSTICK. GEAR CASE WITH OIL LEVEL PLUG; INSPECT OIL LEVEL BY REMOVING OIL LEVEL PLUG. OIL SHOULD FLOW FROM OIL LEVEL PLUG OPENING.
- INSPECT WINCH GEARCASE LUBRICATING OIL SAMPLE.
  - CLEAN THE AREA AROUND THE GEARCASE DRAIN PLUG
  - ENSURE THAT THE SAMPLE BOTTLE IS CLEAN AND FREE OF MOISTURE
  - LOOSEN THE DRAIN PLUG; ALLOW ½ PINT OF OIL TO DRAIN AND FLUSH OUT THE DRAIN FITTING.
  - FILL THE SAMPLE BOTTLE WITH OIL; TIGHTEN THE DRAIN PLUG.
  - LABEL AND IDENTIFY THE BOTTLE(S) WITH THE DATE, SYSTEM, SAMPLING POINT AND SYMBOL OR SPECIFICATION NUMBER OF THE LUBRICATING OIL.
  - PERMIT THE SAMPLE TO SETTLE FOR 30 MINUTES; INSPECT FOR:
    - EMULSIFICATION: A CLOUDY OR MILKY LOOK
    - FREEWATER: A LAYER OF CLEAR WATER BENEATH THE OIL
    - WATER STRINGS: MILKY APPEARING STRINGS IN THE OIL
    - SEDIMENT: GRANULES OR DARKNESS AT THE BOTTOM OF THE BOTTLE. RAISING THE SAMPLE AND LOOKING UPWARD THROUGH THE BOTTOM OF THE BOTTLE NORMALLY OBSERVE THIS.
    - METALLIC PARTICLES
- IF ANY OF THE ABOVE CONDITIONS ARE PRESENT, DRAIN, CLEAN AND REFILL THE GEARCASE AS DIRECTED BY THE APPROPRIATE MRC.

### **TEST OPERATE BOAT DAVIT (omit steps not applicable)**

NOTE 1 : A FULL CREW OF QUALIFIED PERSONNEL MUST BE AT THEIR PROPER STATIONS DURING ALL POWERED AND GRAVITY OPERATIONS OF BOAT DAVIT SYSTEMS. A SAFETY OFFICER SHALL

BE PRESENT AND IN CHARGE.

NOTE 2: EACH MEMBER OF THE BOAT DAVIT OPERATING CREW SHOULD BE FAMILIAR WITH THE "BULKHEAD POSTED" OPERATING INSTRUCTIONS AND DETAILED INSTRUCTION IN TECH MANUAL.

NOTE 3: LIMIT SWITCH/PROXIMITY SWITCH TEST SHOULD BE PERFORMED AT THE SAME TIME AS THE OPERATIONAL TEST OF DAVIT

- TEST OPERATE BOAT DAVIT IAW NORMAL AND EMERGENCY MODES OF OPERATION (POSTED).

**INSPECT BOAT STOWAGE** (omit steps not applicable)

VERIFY THE FOLLOWING:

- LADDER OR PLATFORM IS INSTALLED TO PROVIDE ACCESS TO THE BOAT
- KEEL REST HYDRAULIC JACKS OPERATE.
- BOAT CHOCKS ARE A MINIMUM OF 4" WOOD COVERED WITH 1/4" SYNTHETIC RUBBER
- BOATS ARE STOWED WITH THE BOW POINTED FORWARD.
- WHEN BOATS ARE SECURED IN THE STOWED POSITION, NO PART OF THE DAVIT(S) AND BOAT(S) PROJECT OUTBOARD OF THE SHIP'S SHELL.
- CHOCKS, CRADLES, KEEL RESTS, STRONGBACKS, GRIPES, GUNWALE GUARDS, AND NECESSARY FITTINGS ARE PROVIDED AS REQUIRED.
- CHOCKS, CRADLES, KEEL RESTS, AND ATTACHMENTS ARE DESIGNED TO PREVENT THE RETENTION OF WATER.
- BOAT CHOCKS ARE MOUNTED FROM FIXED SUPPORTS OR FRAMES.
- CHOCKS CONSIST OF METAL SHOES TO WHICH WOODEN INSERTS ARE ATTACHED.
- CHOCKS ARE CONTOURED TO SUIT THE AREA OF THE HULL THEY BEAR AGAINST AND SHALL BE OF SUFFICIENT SIZE TO AVOID LOCALIZED PRESSURE ON THE HULL (I.E. 6 INCHES MINIMUM WIDTH FOR WOODEN HULL, 10 INCHES MINIMUM WIDTH FOR METALLIC OR PLASTIC HULLS).
- WOODEN INSERTS ARE A MINIMUM THICKNESS OF 4 INCHES TO PERMIT RE-FACING OR REPLACEMENT IN THE EVENT OF BOAT SUBSTITUTION.
- CHOCKS ARE LOCATED OPPOSITE FRAMES, BULKHEADS, OR AREAS IN THE BOAT WHERE WEIGHTS ARE CONCENTRATED.
- THE FACE OF THE CHOCKS ARE COVERED WITH SYNTHETIC RUBBER (MIL-R-900) HAVING A MINIMUM THICKNESS OF 1/4 INCH.
- KEEL RESTS AND BOAT CHOCKS HAVE 90 PERCENT MINIMUM CONTACT IN STOWED POSITION.

- BOATS ARE SECURED IN THEIR STOWED POSITION UTILIZING GRIPES OR STRONGBACKS WITH GRIPE RODS.
- TAKEUP DEVICES ON BOAT GRIPES ARE MARKED TO IDENTIFY WHEN THE GRIPE IS PROPERLY ADJUSTED FOR A SNUG AND TIGHT FIT. THIS MARK IS TO SERVE AS A GUIDE TO PREVENT OVERTIGHTENING WHICH MIGHT CAUSE PERMANENT DEFORMATION TO THE GRIPE OR BOAT HULL.
- TAKEUP DEVICES ARE PROVIDED WITH A LOCKING FEATURE TO MAINTAIN SET ADJUSTMENT.
- BOAT GRIPE RELEASES WERE NOT THE QUICK RELEASE TYPE/NOT READILY ACCESSIBLE

NOTE 4: DURING BOAT FALLS PAYOUT, INSPECT WIRE ROPE FOULING OR PILING UP BETWEEN PAYOUT DEVICES/MECHANISMS AND THE DAVIT WINCH; OBSERVE THE WINCH DRUM FOR GROOVE JUMPING AND LOOSE TURNS.

**CAUTION: BE PREPARED TO IMMEDIATELY STOP THE WINCH IF FALLS DOES NOT PAYOUT WITHOUT FOULING DURING POWER PAYOUT.**

**INSPECT/TEST LIMIT SWITCHES/PROXIMITY SWITCHES.**

- TEST LIMIT SWITCHES AND PROXIMITY SWITCHES IAW WITH APPLICABLE PMS REQUIREMENTS
- RETURN EQUIPMENT TO READINESS CONDITION.

**DAVIT WINCH HAD THE FOLLOWING DEFICIENCIES:**

<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WEIGHT/LOAD TEST WAS NOT CURRENT (12 MONTH PERIODICITY)
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT WINCH SHAFT BUSHING REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT WINCH SPOOLING DEVICE WAS INOP/REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT WINCH HAND CRANK SHAFT BUSHINGS REQUIRED LUBRICATION/ZIRC FITTINGS WERE PAINTED/DAMAGED/MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL LEVEL WAS LOW/HIGH
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL WAS EMULSIFIED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL HAD FREEWATER
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL HAD WATERSTRINGS
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL HAD SEDIMENT
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH GEARCASE OIL HAD METALLIC PARTICLES
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	OPERATOR/SAFETY INSTRUCTIONS WERE NOT POSTED <b>GSO 583G</b>
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	HANDCRANK WAS DAMAGED/MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	HANDCRANK STOWAGE BRACKET WAS MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH INSPECTION COVER WAS MISSING ____OF ____FASTENERS
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	MASTER CONTROLLER ON/OFF LABELS WERE MISSING/UNREADABLE
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	HOIST/LOWER LABELS WERE MISSING/UNREADABLE
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH FOUNDATION WAS CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH CONTROLLER HERCULITE COVER WAS MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	OIL LEAK WAS EVIDENT AT THE SUMP COVER
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH MOTOR SHAFT COUPLING GUARD WAS MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH REQUIRED PRESERVATION

<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH ELECTRIC POWER CABLES WERE DAMAGED/DETERIORATED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH CONTROLLER PEDESTAL WAS SEVERLY CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH MASTER CONTROLLER ENCLOSURE WAS CORRODED/NOT WATER TIGHT.

**DAVIT HAD THE FOLLOWING DEFICIENCIES:**

<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH MANUAL BRAKE LIMIT SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	WINCH MANUAL HANDCRANK LIMIT SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT ARM TWO-BLOCK LIMIT DEVICE WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT ARM TWO-BLOCK PROXIMITY SWITCH WAS DAMAGED/SEIZED/INOP/SEE REMARKS.
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	FOUNDATION WAS DETERIORATED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	STRUCTURAL MEMBERS WERE CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT HEAD PREVENTERS WERE MISSING/CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT ARMS/STRONG BACK WERE DAMAGED/BENT
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	CONTRAST COLOR STRIPES WERE MISSING
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT ARM LOCKING DEVICE(S) WERE INOP
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	SHACKLES WERE NOT SEIZED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	STEADYING LINE CLEATS WERE MISSING/DAMAGED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	LUBRICATION FITTINGS WERE MISSING/PAINTED/CORRODED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	TRIPPER BILL WAS NOT SECURED WITH CRES PINS
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT ARMS/FOUNDATIONS HAD CRACKS
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT WIRE ROPE WAS WORN/DETERIORATED/REQUIRED LUBRICATION
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	DAVIT OPERATORS VIEW WAS OBSTRUCTED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	MAN ROPES WERE TOO LONG/SHORT
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	BOAT DAVIT FALLS WERE NOT PROPERLY ADJUSTED
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	FALLS TENSIONING DEVICE WAS INOP
<input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A	FALLS SWIVEL(S) WERE SEIZED

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| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | SHEAVE SUPPORT BRACKETS WERE CORRODED            |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | THERE WAS UNGUARDED RUNNING WIRE ROPE            |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | WIRE ROPE GUARDS WERE CORRODED/MISSING FASTENERS |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | FAIRLEAD SHEAVES WERE SEIZED/DAMAGED/CORRODED    |
| <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT <input type="checkbox"/> N/A | POWER PAYOUT/ANTI-SLACK DEVICE WAS INOP          |

INSPECTOR REMARKS: \_\_\_\_\_

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